

CAA Response to AAIB Recommendation 2015-046



Requirement

Following the tragic accident involving Hunter G-BXFI at the Shoreham airshow in 2015, the CAA was required to complete a number of actions in response to 31 AAIB Recommendations. One of the recommendations was 2015-046 which relates to the calendar life limits of engines installed in Hunter ex-military aircraft¹:

Safety Recommendation 2015-046

It is recommended that the Civil Aviation Authority review the effectiveness of all approved Alternative Means of Compliance to Mandatory Permit Directive 2001 001.

The CAA response to AAIB 2015-046 was:

CAA Response

The CAA will require ex-military jet aircraft maintenance organisations and/or continuing airworthiness management organisations to conduct a review of their approved Alternative Means Of Compliance (AMOC) to MPD2001-001. Following such a review, each of these affected organisations must make application for a new AMOC in accordance with a new MPD to be issued which will supersede MPD2001-001.

The review process will be completed by April 2018.

Since the recommendation was made, the CAA has required ex-military jet aircraft maintenance organisations and continuing airworthiness management organisations to conduct a review of their Alternative Means Of Compliance (AMOC) to Mandatory Permit Directive (MPD) 2001-001 by:

- Issuing a new Mandatory Permit Directive, [MPD 2018-002](#), effective date 01 March 2018 which ensures that no aircraft will be flying after 31 March 2018 without a revised AMOC in place.
- Mandating affected organisations to make new AMOC applications in accordance with MPD 2018-002 no later than 31 March 2018 if the applicable ex-military jet aircraft wishes to continue operation.
- Taking additional steps to identify and control age-related degradation by issuing MPD 2016-001R1 relating to aircraft fuel systems and MPD 2016-002¹ to address corrosion of compressor blades.

¹ Specifically for Avon Mk 1 and Avon Mk 100 Series engines.